

**DETROIT INTERMODAL FREIGHT TERMINAL PROJECT**  
**Local Advisory Council Meeting**  
**September 10, 2003**  
**Notes**  
**Revised October 13, 2003**

**Purpose:** To discuss the progress of the DIFT Project and to review the graphics to be provided and the presentation to be made at the upcoming public meetings during the week of September 15<sup>th</sup>.

**Attendance:** See attached.

**Discussion:**

**Meeting Conduct Procedures**

Following introductions, Mohammed Alghurabi explained that the meeting conduct procedures would allow questions and comments by LAC members to be covered first. The observers in attendance would have their items discussed during the “public comment” section of the meeting.

**Review of Notes of August 13 Meeting**

Mohammed Alghurabi indicated that the notes of the August 13 LAC meeting were available for review and asked for any comments. Kathryn Savoie asked about the comment on page 8 dealing with particulate matter known as PM<sub>2.5</sub> as it relates to diesel emissions and dust. Kathryn Savoie noted that terminal dust is not PM<sub>2.5</sub>. Joe Corradino indicated that some dust particles are PM<sub>2.5</sub> and, when present in the quantity that they exist at the Detroit-Livernois Yard, its effect is possibly greater on the local population than terminal-related diesel because the dust is not very buoyant and therefore does not travel far before settling in high concentrations on the community surrounding the terminal. On the other hand, PM<sub>2.5</sub> that would be produced by diesel vehicles as a result of intermodal terminal activity is gaseous and hot, and would become buoyant and drift farther away from the terminal area. Joe Corradino indicated that this issue had arisen in formulating the Air Quality Protocol. Kathryn Savoie requested the Air Quality Protocol. Joe Corradino indicated that it would be available once it was approved by the Federal Highway Administration.

There were no further questions with respect to the notes.

### **Michigan Future, Inc.**

Joe Corradino referred to the agenda packet and a letter directed to him by Lou Glazer of Michigan Future, Inc. The letter instructed Joe Corradino to no longer refer to the report entitled “Revitalizing Michigan’s Central Cities” in relationship to the DIFT.

At that point in the discussion, Paul Nye indicated that Ford Motor Company does not see a need for intermodal at the Livernois-Junction Yard. The company does not see Ford’s future requiring further intermodal development. Therefore, Ford questions the need for increased capacity at the Livernois-Junction Yard. He wanted this concern to be reflected in the meeting notes.

Finally, he indicated that he had asked questions of MDOT for which a response is still awaited.

### **Governor’s Land Use Task Force**

Joe Corradino referred to the agenda packet, indicating that there were several sections of the report prepared by Governor Granholm’s Land Use Task Force. He noted that it was his opinion that the document in these sections is compatible with the emphasis of the DIFT where existing infrastructure would be used to revitalize core areas. Kathryn Savoie indicated that, while she has not read the entire report, her interpretation of the document is different than what Joe Corradino expressed. She noted that, while the report encourages the use of existing infrastructure, she does not believe it endorses the expansion of a facility like an intermodal terminal and the associated removal of businesses and homes.

County Commissioner Coulter agreed with Kathryn Savoie’s comments. He noted further that it would be a stretch for Ferndale to be considered under the strategy included in the Governor’s Land Use Task Force Report.

### **Revised Analysis Areas**

Joe Corradino referred to the agenda packet and used visuals to indicate that the analysis area around each terminal had been modified from an earlier version presented to the DIFT Local Advisory Council. The larger areas were developed because the previous attempt cut through zip codes and Census tracts which the economic analysis model could not handle.

Olga Savic asked whether making the area bigger doubles the economic effect of the project. Joe Corradino indicated that the number of jobs associated with intermodal development is not a function of the size of the area around the terminal but the amount of activity in the terminal. By making the surrounding area larger, the definition of jobs lost and gained because of intermodal development should be no different than with a smaller area.

Karen Kavanaugh asked if the model uses information from Census tracts. Joe Corradino indicated that it uses several types of information including Census data on a tract-by-tract basis. Splitting such tracts, as had been done earlier, was not appropriate. Karen Kavanaugh asked if the area that was being shown was also going to be used for the definition of environmental justice. Mohammed Alghurabi indicated that MDOT does not use boundaries for the analysis of environmental justice. Karen Kavanaugh asked that the Local Advisory Council be provided information on the methodology to be used in the EIS process to examine environmental justice issues.

County Commissioner Coulter asked if the economic analysis model (REMI) would define the effects on taxes gained and lost. Joe Corradino indicated that it would.

Paul Nye asked if the number and type of jobs associated with the DIFT alternatives were known. Joe Corradino indicated that those numbers were not now known but they would be defined through the REMI model when the analysis was complete. Paul Nye then commented that the MDOT Project Team doesn't know whether or not 50 or 100 jobs would be added as a result of this project. Joe Corradino indicated that the results of the economic analysis are not now known and won't be for several months.

Chris Gulock asked whether two separate analysis areas were necessary for the Canadian Pacific Expressway terminal and the Livernois-Junction Yard terminal. Joe Corradino indicated that two separate areas did not appear necessary because of the close proximity of the terminals to each other and their overlapping effects. Chris Gulock commented that the eastern boundary of the analysis area around the CP/Expressway terminal was very close to downtown, which has a different set of economic forces. Joe Corradino indicated that the boundary for the analysis area ended just to the east of the MC Depot and it would not affect the downtown as a local analysis area.

## **Public Meetings**

Bob Parsons began the discussion of the upcoming public meetings by indicating that they would combine the public forum and question/answer formats. He noted that speakers would be asked to identify themselves by use of a speaker identification card and would then be called by the meeting moderator to ask the question. Additionally, Bob indicated that those who did not feel comfortable speaking to a group could pose their question in writing and it would be read by the meeting moderator.

Olga Savic asked if it would be possible to have the presentation start at 6:00 p.m. In response, it was indicated that the meeting notice stated the presentation would begin at 5:30 p.m. Therefore, it would be better to adhere, as close as possible, to the advertised schedule. A member of the audience then indicated that she did not get the mailer. Bob Parsons explained that coverage of the mailings, on average, was one of two households in the area around each terminal, and the households were selected randomly. Mohammed Alghurabi asked those observers of the LAC to hold their questions until later in the meeting. He then asked for a short break for those in attendance to review the graphics posted around the meeting room.

Following the break, Joe Corradino made the presentation to be used at the meeting. Following the presentation, Paul Nye indicated that he is speaking for Ford Motor Company. He stated that just-in-time delivery of supplies and the synchronized flow of parts create no need on Ford's part for additional intermodal. Ford also wanted to be clear that this plan would create congestion at the Rouge Plant. Ford wants its position stated and highlighted at the next round of public meetings. Mohammed Alghurabi agreed that appropriate adjustments in the materials to be handed-out at the meeting would be made.

Father Redican asked Paul Nye if Ford's position is based on the expected effect on the Rouge Plant. Paul Nye indicated that Ford's position was a function of the fact that these intermodal terminals are located in residential areas. And, increasing traffic in these areas was a concern to Ford. Additionally, Ford does not see an increased need to use these intermodal terminals. Thirdly, he indicated that congestion along the highways leading to these terminals, like I-94 near the Livernois-Junction Yard, make access to them problematic.

Greg Gorno indicated that the DIFT Project was aimed at addressing these type bottlenecks.

Paul Nye asked what is wrong with moving the intermodal activity outside the neighborhoods to some rural area, or out-of-state to a place like Toledo.

Gloria Combe indicated that Canadian National supports intermodal and that it is a successful component of its railroad business. She indicated that CN believes it is important to be a participant in the DIFT Project and, while they are satisfied with the terminal they have in Ferndale, that, if consolidation were to occur, Canadian National must be a part of it to be competitive with the other Class I railroads. She further stated that railroads have been the backbone of commerce in the United States. And, while Ford may not use intermodal in the future, she stated other businesses will and now do use this mode of transportation.

Paul Nye indicated that he wanted to see what other businesses would benefit. He questioned whether those benefits, in terms of jobs, would be quality jobs or “some guy pumping diesel or working at a greasy spoon in southwest Detroit.” Gloria Combe indicated that railroads are essential to the economy of this country. As far as jobs are concerned, the railroads are not large job-producers. CN has only 200,000 employees nationwide. CN also depends on external services that provide other opportunities for jobs throughout an area.

Kathryn Savoie asked why the Arabs would not be considered part of the environmental justice documentation of the EIS. Joe Corradino indicated that a number of discussions had been held to consider her position, which she also raised at the scoping meeting of June 4<sup>th</sup>. He indicated that after review by the Federal Highway Administration and consultation with the Environmental Protection Agency, that the Arab population is not considered a category under environmental justice. Mohammed Alghurabi noted that the EIS will recognize that the Arabs are a significant population and will be covered in the environmental document. Title VI of federal law will ensure that.

Kathryn Savoie again indicated that it was her belief that the environmental justice provision of the federal law would allow the inclusion of the Arab community in that analysis section of the EIS.

Olga Savic indicated that the Arab community is a unique ethnic community that should be considered under the environmental justice section of the EIS.

Gary Pollard indicated that he represented State Senator Irma Clark and that he and she were concerned that the DIFT Project's effects on the Arab community would not be properly analyzed in the EIS. He indicated that this position is "objectionable." He indicated that information related to environmental justice should be forwarded to Senator Clark's office immediately.

### **Public Comment**

Chuck Goedert asked if the public meeting process is going to allow for members of the public to speak. Bob Parsons responded that it would. Mr. Goedert then asked how that would be handled. Bob Parsons reviewed the process of filling-out speaker cards, if an individual wanted to address the audience personally, and comment forms if an individual wanted the question/comment he/she posed to be read by the meeting moderator. Mr. Goedert asked how will the order of speakers be handled. Bob Parsons indicated that they would be called in the order that the speaker request forms were handed to him. Mr. Goedert indicated that the time of the meeting is a problem.

Mr. Goedert then asked who will make the ultimate decision on the alternatives being considered. Mohammed Alghurabi indicated that the federal sponsor will – the Federal Highway Administration. Mr. Goedert asked when will information be provided to the Federal Highway Administration. It was indicated that a recommendation from MDOT to FHWA will be included in the FEIS scheduled to be produced by the end of 2004.

Mr. Goedert asked will the Governor have input to that decision. Mohammed Alghurabi responded yes.

Mickey Blashfield indicated that he wanted to indicate that a paper handed-out at the last LAC meeting labeled "Issues" included a reference to a *Traffic World* article which indicated that Ford was supportive of the Riverview-Trenton intermodal facility. Mickey Blashfield indicated that a subsequent letter had been written by a Ford representative which was not referred to in the

article which indicated the writer of the original letter had no authority to do so. Mr. Blashfield indicated that that matter should be rectified. Mohammed Alghurabi indicated that it would be.

Rosanne Pollard asked about the asthma data presented in the issues discussion of Joe Corradino's presentation. She asked why only children were being included in the data. Joe Corradino indicated that the issues paper was intended to respond to specific questions that had been raised by members of the LAC at one time or another. The information used was the most recent available from a recognized, third-party source, in this case, the Michigan Department of Community Health. Information on adults as it relates to asthma would also be developed and presented as the project moves forward, as necessary.

Kathryn Savoie indicated that the data being used show hospitalizations based upon certain conditions. She noted that people in southwest Detroit may not have access to medical care like others have.

Karen Kavanaugh indicated that breaking-down the data by age cohorts is not necessary. All people are affected by asthma. Rosanne Pollard indicated that Wayne County has the highest death rate associated with asthma as indicated by data available from Blue Cross/Blue Shield.

An observer of the meeting indicated that he suffered from asthma and talked about his recent experience of traveling behind a diesel vehicle.

Another observer indicated that the Frequently-Asked Questions paper used terms that insult a person's intellect.

Mohammed Alghurabi then commented about a flyer that was handed-out in the neighborhood. It indicated that houses on the west side of the terminal would be acquired for the project. He noted that was not the case.

Another observer stressed the need for objectivity.

One observer then asked how much the consultants were being paid for this project. Joe Corradino indicated that his contract now totaled \$6.2 million, about half of which goes to his

firm and the remainder to other members of the team. Paul Nye asked how can a citizen obtain that information. Joe Corradino indicated that the information could be obtained through a Freedom-of-Information Act (FOIA) request. Kathryn Savoie explained her frustrations with the FOIA process.

An observer then indicated that the DIFT web site was severely outdated.

Another observer commented that she did receive a mailed invitation to the upcoming public meetings. But, she noted that she almost threw it away as “junk mail” because of its look.

Mr. Goedert then indicated that he had concerns about diesel activity that would occur as a result of expanding the Ferndale yard. He noted that the proposed expansion in Ferndale was the largest of all four terminals in Alternative 2. He stressed that truck traffic on 8-Mile will then cut into residential areas. He indicated that in the early 1990s, the City of Ferndale fought for and succeeded in achieving a Consent Decree for various protections against the effects of the terminal. Mr. Goedert went on to say that the alternatives being considered appear to be pitting communities against each other. He stressed the need for information yet none was available.

Mohammed Alghurabi indicated to Mr. Goedert that the EIS process is developing information/answers to questions like those he posed but there are many months to go before the process is complete.

Mr. Goedert commented that the public meeting process was flawed. Greg Gorno indicated that, to the contrary, the process was designed to surface issues like those that Mr. Goedert was raising.

Karen Kavanaugh then asked whether people who attended that meeting would get the notes of it. Joe Corradino indicated that the notes will be distributed to the LAC members as well as posted on the MDOT web site.

Mr. Goedert asked if the military had requested that the DIFT be conducted. The answer was no.



Paul Nye asked about recent written positions of the auto companies as they relate to the DIFT Project. Joe Corradino indicated that General Motors' representative, George Stern, attended a DIFT meeting in December 2002 and made comments supportive of the DIFT process. Likewise, he noted that a letter was signed in December 2001 by DaimlerChrysler supporting the DIFT EIS process.

Sherri Piacenti commented that it appears a number of people at the meeting do not have knowledge of the history of the project. She wondered whether another meeting were necessary or that the presentation to the public at the meetings in the upcoming week should include an explanation of the project's history.

Paul Nye indicated that he believes the need for the project has never been clearly explained.

An observer indicated she did not agree with the statistics in the Purpose and Need Statement supporting the claim that there is a need for more intermodal.

Mohammed Alghurabi asked those in attendance about suggestions for improving the presentation for the upcoming public meetings. An observer indicated that a clear statement of the history of the project would be helpful. Another observer indicated that a more extensive mailing to every household in Ferndale would be appropriate. Another observer indicated that it would be a good idea to place an ad in the *Tribune* to notify the public of the upcoming Ferndale meeting. Additionally, use of the Ferndale cable access channel would be helpful.

With those comments, the meeting ended at 10:15 p.m. The next LAC meeting will be on the evening of October 8<sup>th</sup> with the place yet to be determined.

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**Local Advisory Council Meeting**  
**September 10, 2003**

**Attendance**

LAC Members

Name	Representing
Todd Birkle	Oakland County Executive
Dave Coulter	Oakland County
Karen Kavanaugh	CBRA/SDBA
Kathryn Savoie	ACCESS/CBRA
Gloria Combe	CN Rail
Chuck Tucker	City of Ferndale
Chris Gulock	Detroit Planning Commission
Greg Gorno	GTST/Detroit Intermodal Association
Victoria Inniss	Wayne County Executive
Gary Pollard	Senator Irma Clark's Office
Father Joe Redican	Holy Redeemer Schools

LAC Observers

Name	Representing
Mickey Blashfield	CENTRA
Marty Connour	Mars Industries
Brian Cooley	Ferndale Resident
Joe Corradino	The Corradino Group
Jeff Edwards	MDOT Metro Region
Chuck Goedert	Ferndale Resident
Judy Hackstock	Ferndale
Tim Jenkins	MDA
Laura Kavie Witkowski	Ferndale
Jessica Kane-Witkowski	Ferndale
Pearlanner Metoyer-Pollard	
Anne Mondo	Ferndale Resident
Paul Nye	Ford Motor Company
Sherri Piacenti	MDOT Real Estate
Brenda Peek	MDOT Metro Region
Josephine Powell	Wayne County Env. Affairs
Olga Savic	Legislative Assistant to Rep. Tobocmann
Cathy Schneider	Ferndale Resident
Linda Schneider	Ferndale Resident

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